

**Amendments To The Specification:**

Please replace the first full paragraph on page 7 with the following amended paragraph:

The spigot 42 of the adjustment nut 25 is positioned in the clearance aperture 34 at the time that the tailgate 14 is being brought into its correct position, the spacer 58 having already been placed in position during fabrication of the body structure 12. The tailgate 14 having been positioned correctly, the hinge assembly 15 is adjusted to ensure that the tailgate 14 will be in the correct position relative to the body structure 12 when the assembly fixture is released. This is done by inserting the locking screw 26, with the washer 59 in place, into the bore 43 of the adjustment nut 25 until the threaded 41 engages the friction ring 46. The threaded 41 winds into the friction ring 46 with a self-tapping action until the friction grip between the locking screw 26 and the adjustment nut 25 provides sufficient torque for the locking screw 26 to rotate the adjustment nut 25 in the clockwise direction (as viewed in the direction of arrow C in Fig. 2). This causes the adjustment nut 25 to move along the shank portion 35 of the second hinge member 22 in the direction away from the pivot pin 27 [[22]] until the lower face 28 (or rather the gasket 30) engages the upper flange member 55. The locking screw 26 will then continue to rotate without further rotation of the adjustment nut 25 so that the thread 41 winds through the friction ring 46 and engages the internal thread 38 of the adjustment nut 25, thus bringing the washer 59 up to the lower flange member 56 and clamping the hinge assembly 15 to the flange 23. After the locking screw 26 has been tightened to the required torque, the tailgate 14 is released from the assembly fixture to allow it to rotate normally with respect to the body structure 12.